விடுவதற்கு முன்னும் ஈரம் கசிந்து போவது கிடையாது. கம்பு, கேழ் வரகு, பருத்தி போன்ற புஞ்சை வெள்ளாமை அங்கு வருவது கிடையாது. அதை "ஈரக்கொடி" நிலம் என்று விவசாயிகள் சொல்லுவார்கள். என் ஜூனியர்கள் அதற்கு என்ன பெயர் வைத்திருக்கிறார்களோ தெரியவில்லை. ஆகவே கனம் மந்திரி அவர்கள் இதுமாதிரி ஈரக்கொடி நிலங்களுக்கும் நெல் சாகுபடி வைத்துக்கொள்ள அனுமதிக்க யோசிப்பார்களா ?

THE HON. SRI M. A. MANICKAVELU : இம்மாதிரி நிலத்திலே ஈரம் ஏற்பட்டு நெல் சாகுபடி செய்யமுடியும். புஞ்சை சாகுபடி செய்துவிட்டால் தென்றால் அந்த இடத்திலே நெல் சாகுபடி செய்யலாம் என்று அரசாங்கம் உத்திரவு கொடுப்பார்கள் என்று முன்னமே சொன்னேன். புஞ்சை சாகுபடிக்கு லாயக்கில்லை என்றால் நஞ்சை சாகுபடி செய்யலாம். ஆனால் அது தற்காலிகமானதுதான்.

SRI T. S. ARDHANARI : கனம் சபாநாயகர் அவர்களே, கனம் மந்திரி அவர்கள் பதில் சொல்லும்போது, இந்தக் கசிவுத் தண்ணீரை உபயோகப்படுத்தினால்தான் விவசாயிகளுக்கு தண்டத் தீர்வை போடப் படுகிறது என்று சொன்னார்கள். ஆனால் அங்கே விவசாயிகள் புஞ்சை தானியங்களையும் பயிர் செய்யமுடியாது ; ஏனென்றால் நிலம் ஈரமாக இருந்தால் புஞ்சைத் தானியம் விளையாது. ஆகவே அங்கே நஞ்சைத் தானியமும் பயிர் செய்யப்படாமல், புஞ்சைத் தானியமும் பயிர் செய்யப் படாமல் விவசாயிகள் நஷ்டமடைகிறார்கள். கசிவுத் தண்ணீர் காரண மாகத் தான் இந்த நஷ்டம் அவர்களுக்கு ஏற்படுகிறது. ஆகவே இது விஷயத்தில் அந்த விவசாயிகளுக்கு நஷ்ட ஈடு கொடுப்பதற்கு அரசாங்கம் முன்வருமா ?

THE HON. SRI M. A. MANICKAVELU : இந்தப் பிரச்னையும் இப்போது பரிசீலனையில் இருக்கிறது. சீக்கிரத்தில் அரசாங்கம் ஒரு முடிவுக்கு வரும்.

MR. SPEAKER : Question time is over.

[*Note*.—**An asterisk (*) at the commencement of a speech indicates revision by the Member.**]

II.—STATEMENT UNDER RULE 40 OF THE ASSEMBLY RULES *RE*. DAMAGE CAUSED TO CULTIVABLE LANDS BY THE CONSTRUCTION OF A NEW BRIDGE OVER THE PENNAR RIVER AND A NEW ROAD PASSING THROUGH THE VILLAGES OF PIDAGAM AND NATHAMEDU.

MR. SPEAKER : The hon. Member Sri V. R. Nagarajan has given notice of a motion under Rule 40 of the Assembly Rules calling the attention of the Hon. Minister for Public Works to a matter of urgent public importance, viz., construction of a new bridge over the Pennar river and a new road from the Madras-Tiruchirappalli Trunk Road passing through the villages of Pidagam and Nathamedu which affect cultivable lands.

* **SRI V. R. NAGARAJAN :** Mr. Speaker, Sir, I wish to draw the attention of the Hon. Minister for Public Works to the encroachment made on the lands of a few agriculturists, who are small pattadars, adjoining the Pennar river at the sixth mile from Villupuram for the construction of a new bridge. No doubt the bridge is built for a laudable purpose and I do concede that for the construction of that bridge some lands here and there will have necessarily to be acquired by the Government under the Land Acquisition Act. But my point is that they should do it with the least trouble and hardship to the villagers who are affected thereby.

21st March 1956] [Sri V. R. Nagarajan]

This is an instance of a bulk of landholders whose lands are being affected vitally and materially. The remants left after the acquisition of the extent of land for road alignment are not fit for cultivation and thereby they are driven to a pitiable plight of desperation and misery which cannot be compensated by money which the Government may be willing to give. So the suggestion I would respectfully make to the Engineering Department through the Hon. Minister is that this road alignment can be formed even otherwise, according to the specifications given by the villagers themselves in their memorandum and petitions from time to time during the last one year. The villagers, I understand, have also submitted a Plan drawn to scale and they have stated that the formation of the road in accordance with their wishes will not affect the construction of the new road and will cause the least damage to their lands. I would respectfully request the Hon. Minister to look into this matter. I also took the earliest opportunity last year to meet the Engineers on the spot. There is a Special Engineer in charge of the construction of the bridge. I have met him and I have also met the Chief Engineer for Highways but so far, our representations have fallen on deaf ears. I now take this opportunity to request the Hon. Minister to do justice to the villagers who are affected and to inform them by means of a communication that their case will be considered.

THE HON. SRI R. SHANMUGA RAJESWARA SETHUPATHI: Mr. Speaker, Sir, the existing bridge over Pennar River near Villupuram on Madras-Dindigul Road (National Highways No. 45) is found to be inadequate to meet the needs of the present day traffic. The Government of India have, therefore, sanctioned the construction of a high level bridge over the river at an estimated cost of Rs. 33·32 lakhs. The consulting Engineer (Road Development), Government of India, has also approved of the site selected for the bridge and the alignment proposed for the approach road for the bridge. The total length of the approach road is about 1 mile and 2 furlongs.

Certain agriculturists of Pedagam and Nathamedu villages have represented that the alignment fixed for the approach road would involve acquisition of their lands and wells used for lift irrigation. As this would be a great blow to them, they have suggested that the proposed approach road might be aligned about 200 feet north of the proposed route along poramboke, viz., Nathamedu or in the alternative to the south of Alingal channel.

The Chief Engineer (Highways) has stated that the alignment suggested by the petitioners to the north along the poramboke path is not suitable for the following reasons :—

(i) it involves sharp bends particularly where it has to avoid a temple near the Nathamedu village;

(ii) it passes through Nathamedu village which fact is not desirable for routing of a National Highway;

(iii) the width of poramboke lands available is only about 35 feet to 40 feet and that too only for about ¼ length of the approach road, still necessitating the acquisition of wet lands to conform to the National Highway Standards.

The alternative alignment suggested by the petitioners along the manavari lands to the South of the Alingal channel is also not found suitable by the Chief Engineer (Highways) as this also involves acquisition of patta lands, besides presenting a series of awkward curves near the existing bridge over Alingal channel.

He has, however, reported that, after taking into consideration the representations of the villagers and also incorporating the requisite geometric standards for a National Highway, he has shifted the site for the bridge to 40 feet down-stream of the original site and has also slightly changed the alignment for the approach road. The irrigation wells will not be affected under the revised alignment proposed for the approach road. It will, however, involve acquisition of some wet lands which is considered inevitable. The alignment now chosen for the approach road is the best possible under the circumstances. The Consulting Engineer (Road Development), Government of India, has also approved of the revised alignment.

III.—ANNOUNCEMENT BY THE HON. SPEAKER.

MESSAGE FROM THE GOVERNOR.

MR. SPEAKER : I have to announce to the House that I have received the following message from the Governor of Madras, dated 20th March 1956 :—

" The Madras Essential Articles Control and Requisitioning (Temporary Powers) Re-enacting Bill, 1956, was passed by both the Houses of the State Legislature and was reserved by me under Article 200 of the Constitution for the consideration of the President. The President has, in pursuance of the proviso to Article 201 of the Constitution, directed that the Bill be returned to the Houses of the State Legislature with a message requesting that they will reconsider clause 3 of the Bill and in particular, consider the desirability of revising that clause on the following lines :—

' 3. *Savings.*—Anything done or any action taken (including any rule or order made, notification issued, decision, award or direction given, proceeding taken, liability or penalty incurred and punishment awarded) under the provisions of the said Act—

(*a*) as in force immediately before its expiry; or